

**Urban Transitway Phase II**  
**Stamford, Connecticut**  
**Final Design**  
**(Based upon information received by FTA in November 2010)**

Summary Description	
<b>Proposed Project:</b>	Busway/HOV Extension 3,000 Feet
<b>Total Capital Cost (\$YOE):</b>	\$48.31 Million
<b>Section 5309 New Starts Share (\$YOE):</b>	\$24.72 Million (51.2%)
<b>Ridership Forecast:</b>	Not Available

**Project Description:** The City of Stamford, Connecticut proposes to extend Phase I of its Urban Transitway, currently in operation, along Myrtle Avenue to US Route 1. The facility would include dedicated bus-priority/High Occupancy Vehicle (HOV) lanes, bikeways, sidewalks, and landscaping. Signal priority would be provided at intersections for local and commuter bus priority. Bus stops on the transitway would include real-time passenger information displays. Dedicated lanes would be for the exclusive use of buses and other HOVs seven days a week on a 24-hour basis. The new facility would accommodate direct access to Connecticut Transit's (CTTransit) Stamford bus maintenance facility. The city and CTTransit are committed to providing regular service along the complete transitway at peak-hour headways of 10 minutes or less, stopping at high-amenity bus stops.

*Because the proposed New Starts share is less than \$25 million, the project is exempt from the New Starts criteria and is thus not subject to FTA's evaluation and rating (49 USC 5309(e)(1)(B)).*

**Project Purpose:** The Phase II Urban Transitway would extend the benefits of Phase I, relieving congestion on local streets and providing fast, direct bus rapid transit-like levels of service to the Stamford Intermodal Transportation Center, a Metro-North and Amtrak multimodal rail station. As with the Phase I transitway, dedicated bus-priority/HOV lanes and signal priority treatment on the Phase II transitway would reduce average trip time and improve the reliability of bus schedules. Direct access to CTTransit's maintenance facility from the transitway would reduce deadhead operation of buses and improve overall system operating efficiency.

**Project Development History, Status and Next Steps:** FTA approved the Urban Transitway Phase II project into preliminary engineering as an exempt New Starts project in May 2006, and into final design in November 2007. FTA issued a Finding of No Significant Impact in September 2006. The City of Stamford is now conducting right-of-way acquisition and completing final design. Construction of the Phase II transitway is expected to begin in fall 2011, with revenue operation expected to begin in spring 2014.

## Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
<b>Federal:</b>		
Section 5309 New Starts	\$24.72	51.2%
Section 5309 Bus Discretionary	\$8.80	18.2%
FHWA ITS Earmark	\$0.93	1.9%
EPA Brownfields	\$0.16	0.3%
<b>Local:</b>		
City of Stamford General Fund	\$13.70	28.4%
<b>Total:</b>	<b>\$48.31</b>	<b>100.0%</b>

**NOTE:** The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

## STAMFORD URBAN TRANSITWAY - PHASE II

